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Ashida et al.

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(54) **EXHAUST MANIFOLD FOR
FOUR-CYLINDER ENGINE**

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This patent is subject to a terminal dis-
claimer.

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6, 2003, now Pat. No. 6,962,049.

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F01N 7/10 (2006.01)

(52) **U.S. Cl.** **60/323**; 60/305; 60/313;
60/322

(58) **Field of Classification Search** 60/305,
60/312, 313, 320, 322, 323, 302, 314
See application file for complete search history.

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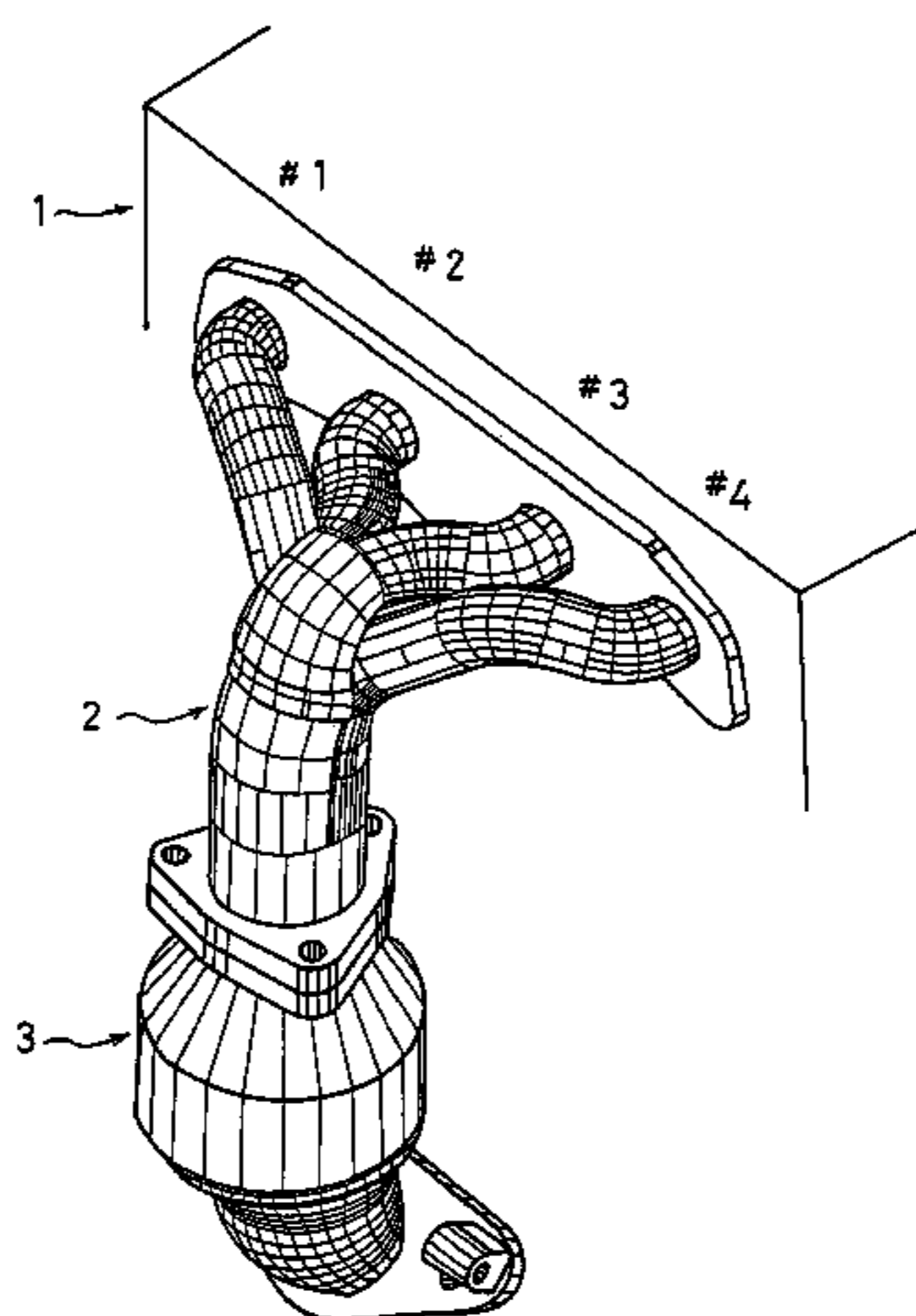
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(57) **ABSTRACT**

In an exhaust manifold of a four-cylinder engine four cylinders of which line up in order of cylinder #1, cylinder #2, cylinder #3 and cylinder #4, temperature rise performance of a manifold catalyst improves by shortening a total length of the exhaust manifold while preventing exhaust gas interference between the cylinders. Therefore, an exhaust manifold branch of cylinder #1 and an exhaust manifold branch of cylinder #4 in outward sides of the engine that are not fired in succession are made convergent with its convergence angle θ_1 being equal to or below 20 degrees to form a first convergent exhaust manifold branch and an exhaust manifold branch of cylinder #2 and an exhaust manifold branch of cylinder #3 between the cylinder #1 and cylinder #4 that are not fired in succession are made convergent at a minimum distance having a laterally projected shape to form a second convergent exhaust manifold branch. The first and the second convergent exhaust manifold branches are thereafter convergent at a convergence angle θ_3 from 0 degrees to 20 degrees.

8 Claims, 10 Drawing Sheets



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FIG. 1

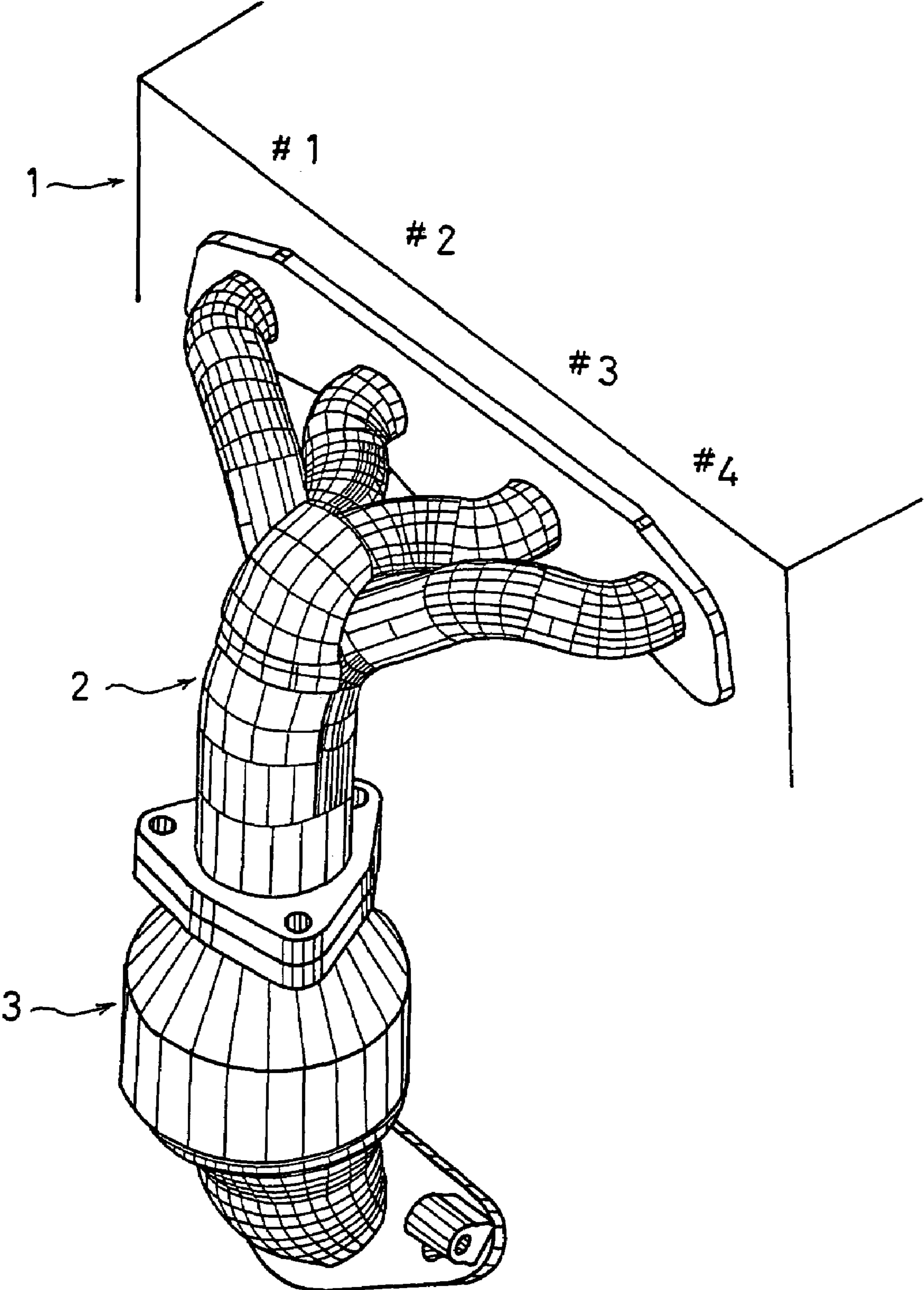


FIG. 2

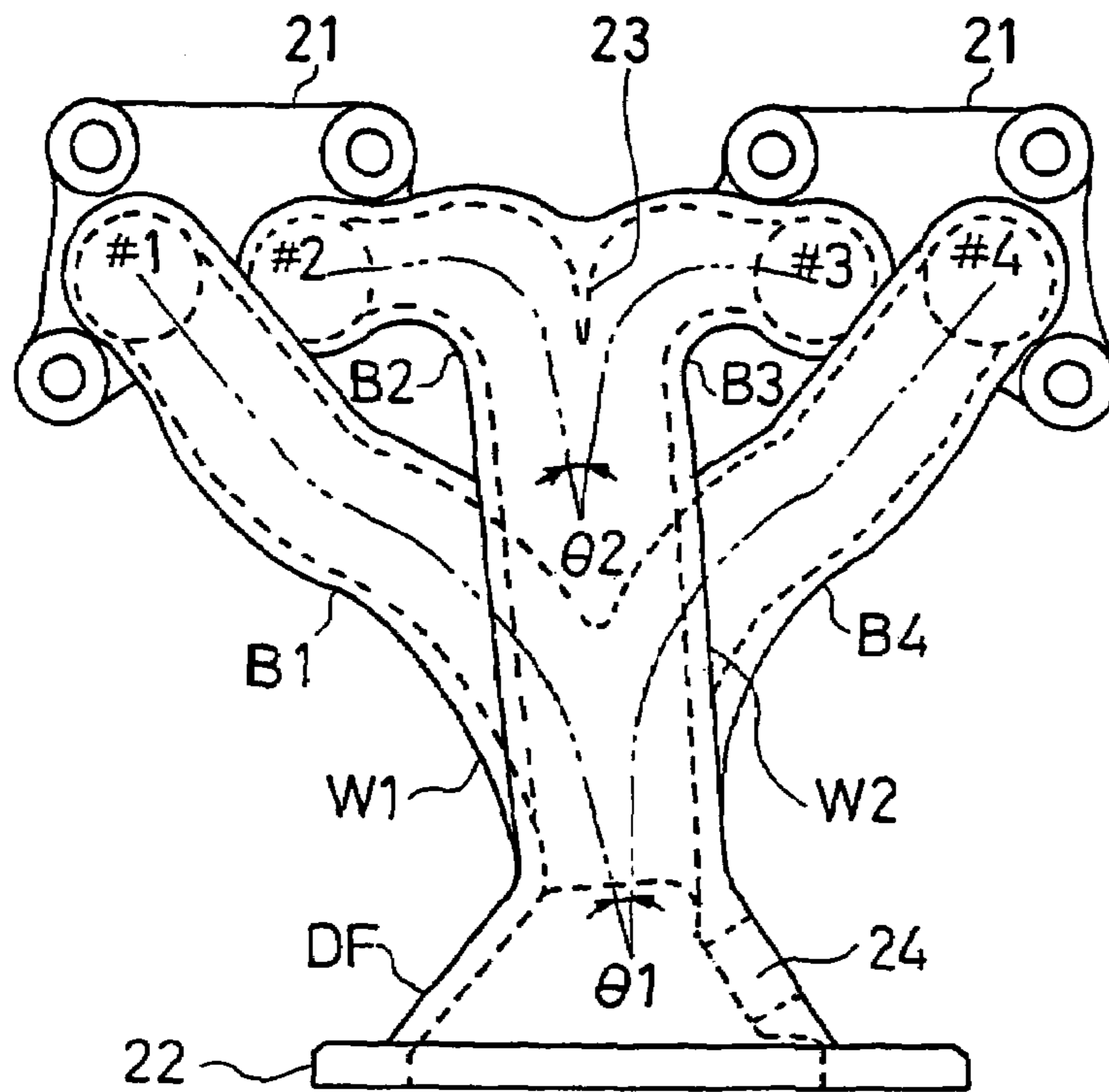


FIG. 3

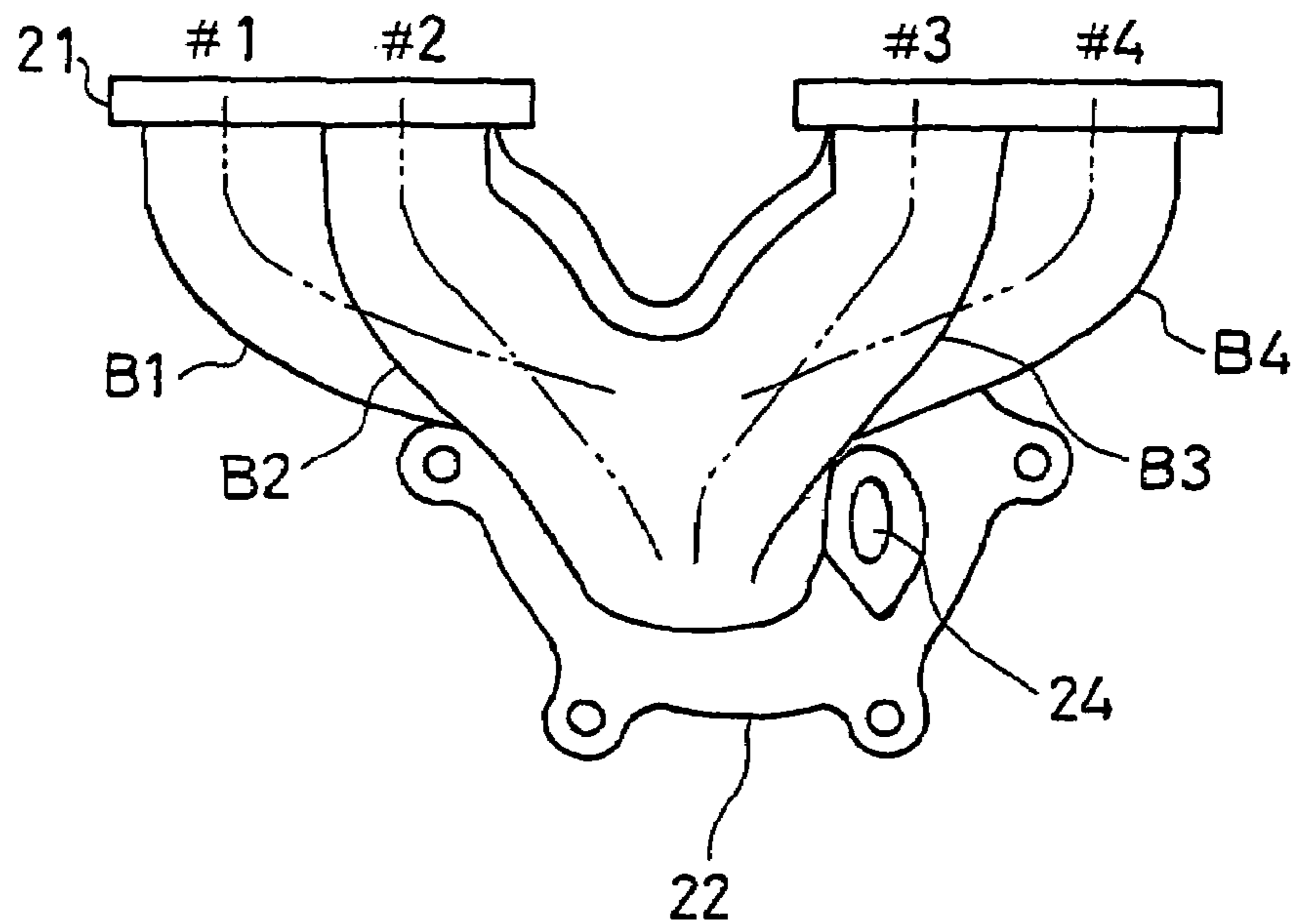


FIG. 4

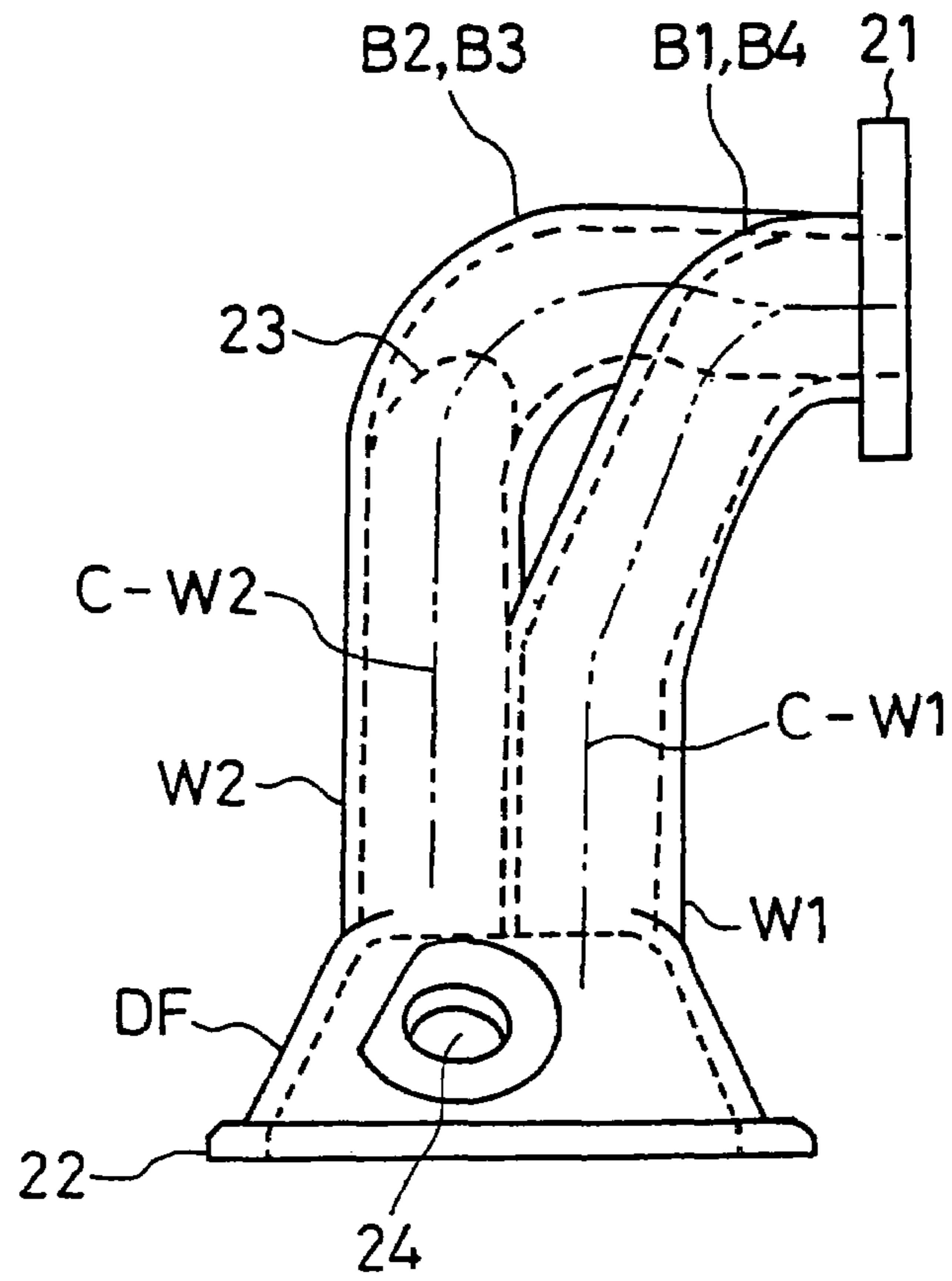


FIG. 5

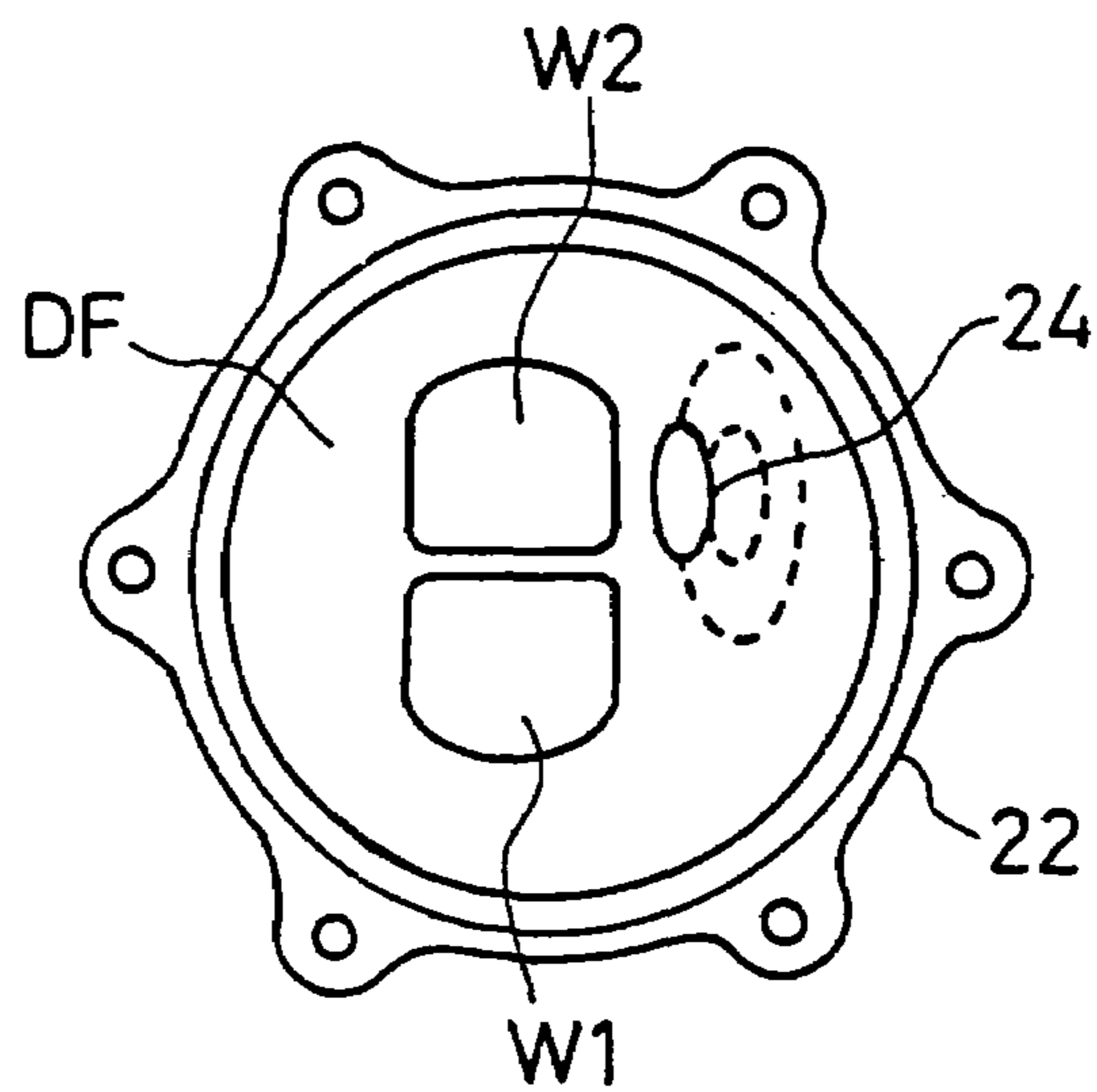


FIG. 6a

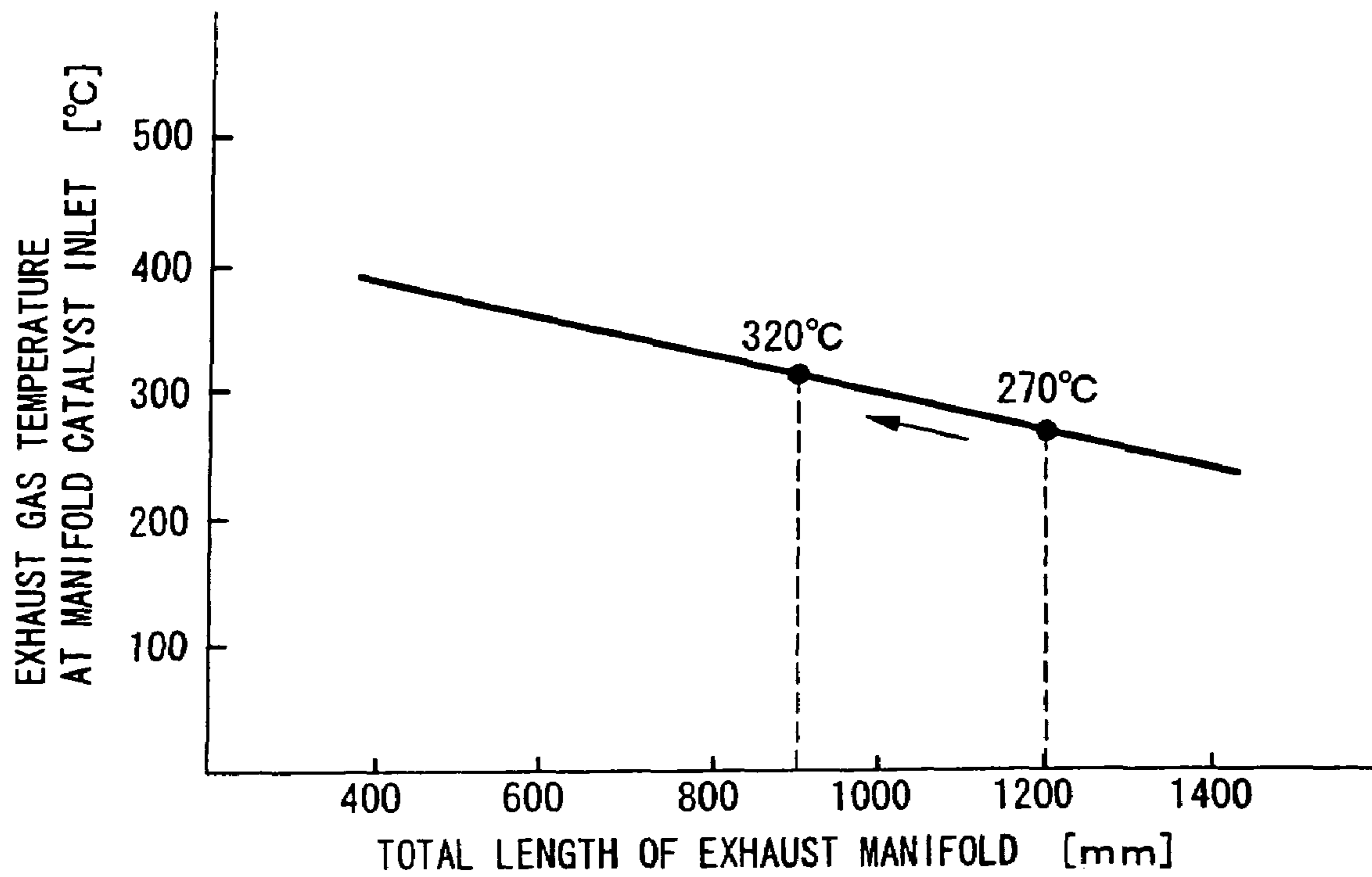
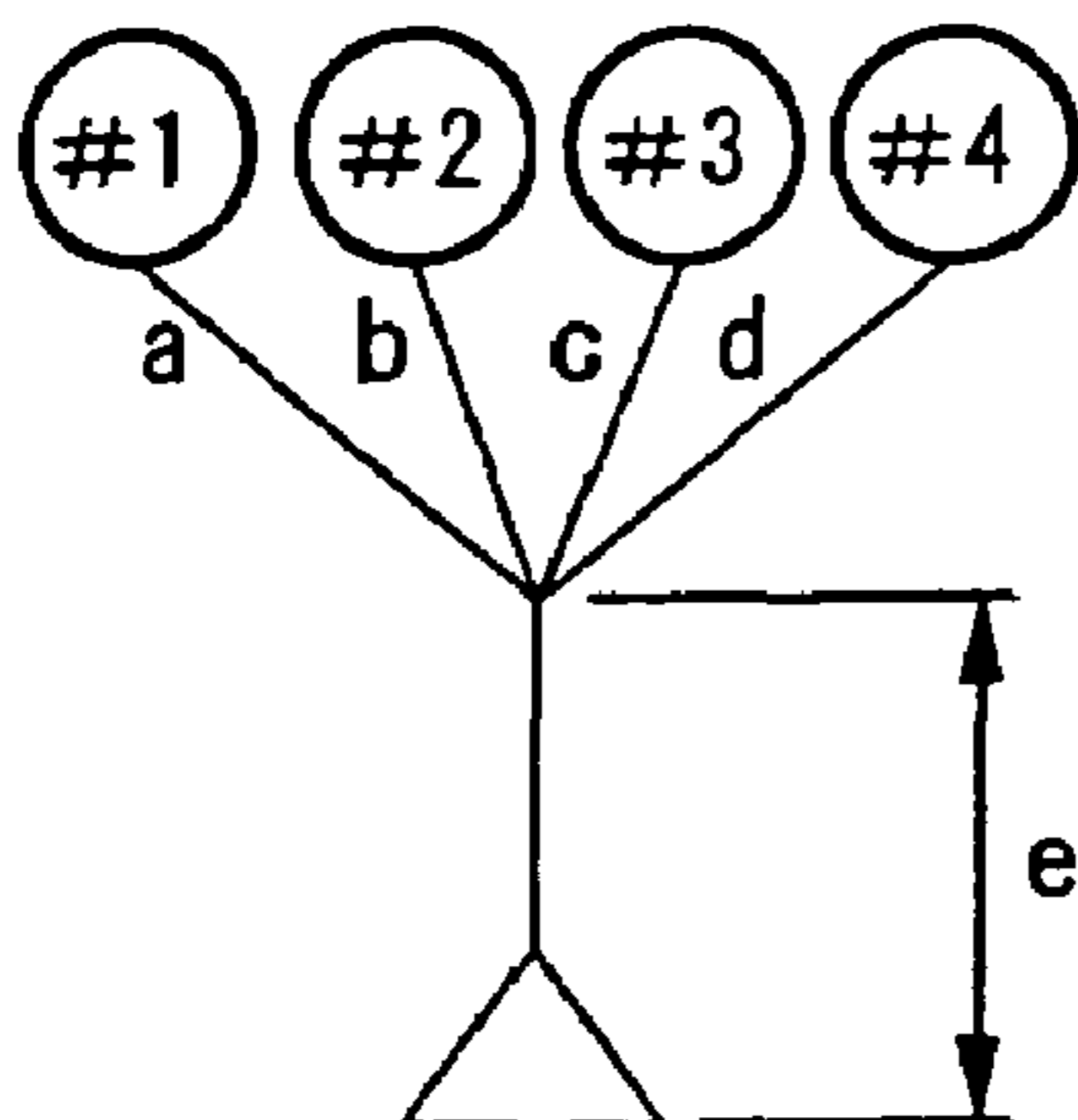


FIG. 6b

TOTAL LENGTH OF EXHAUST MANIFOLD = $a+b+c+d+e$



TOTAL LENGTH OF EXHAUST MANIFOLD = $a+b+c+d+e+f+g$

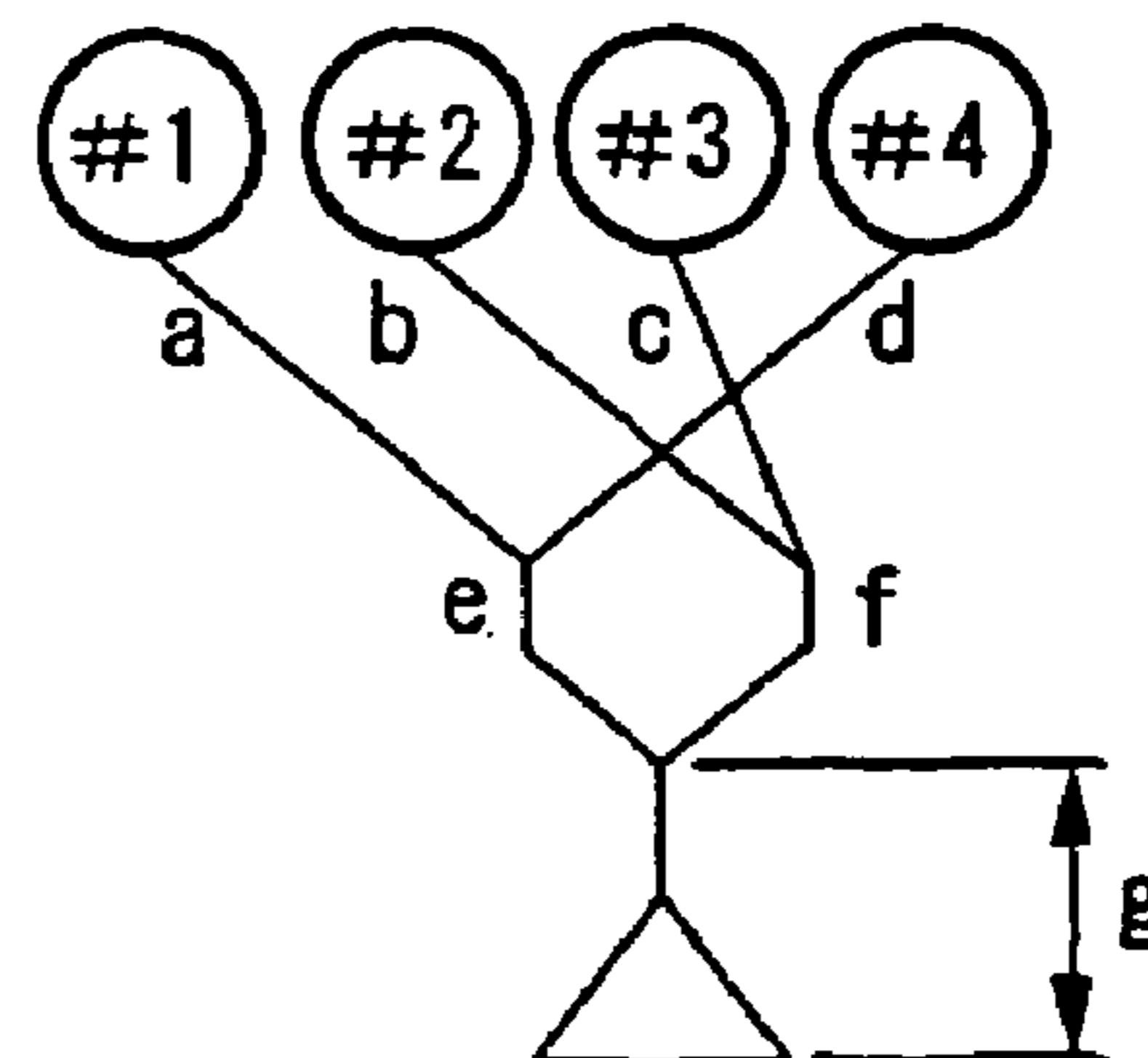


FIG.7

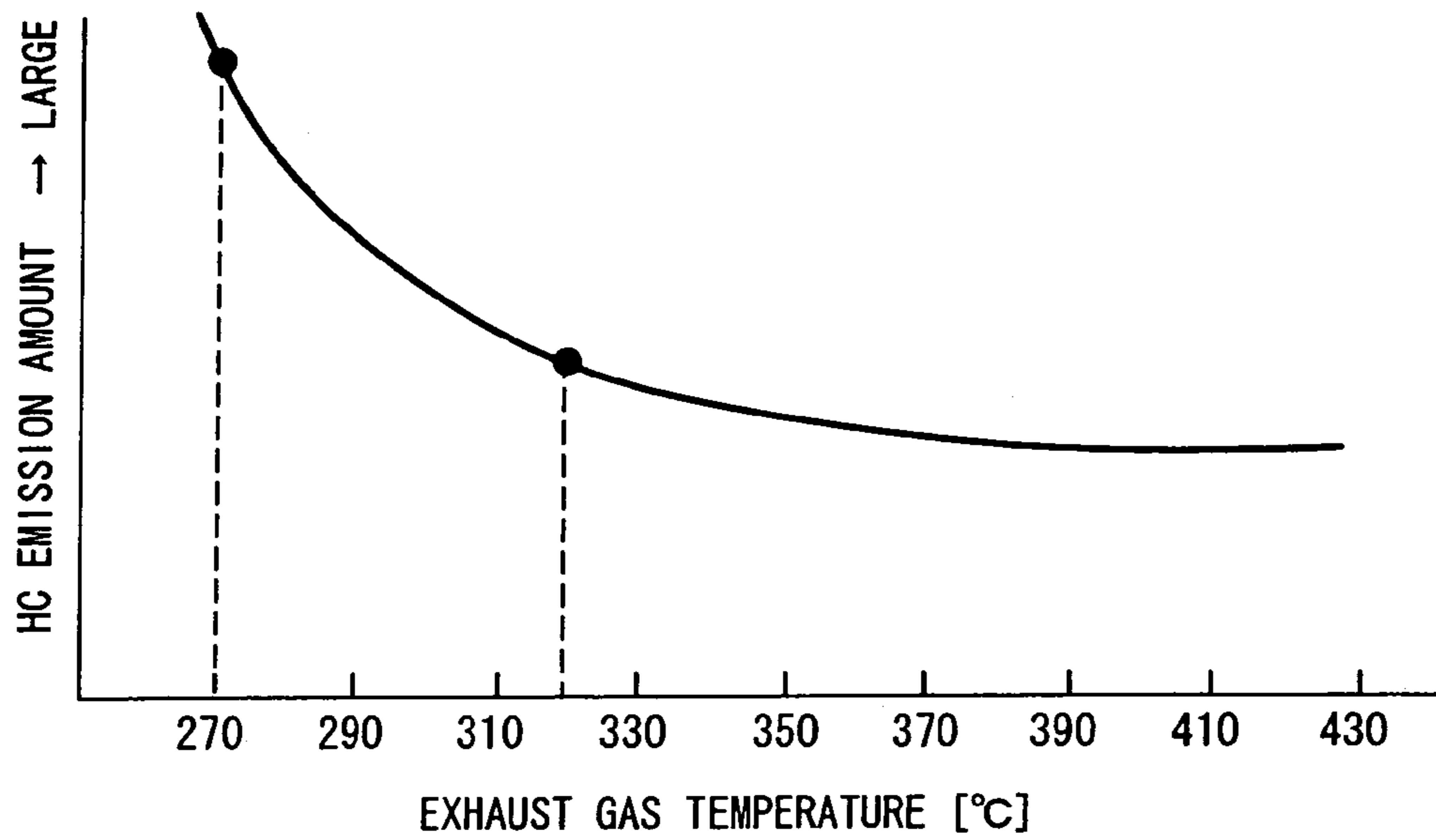


FIG.8

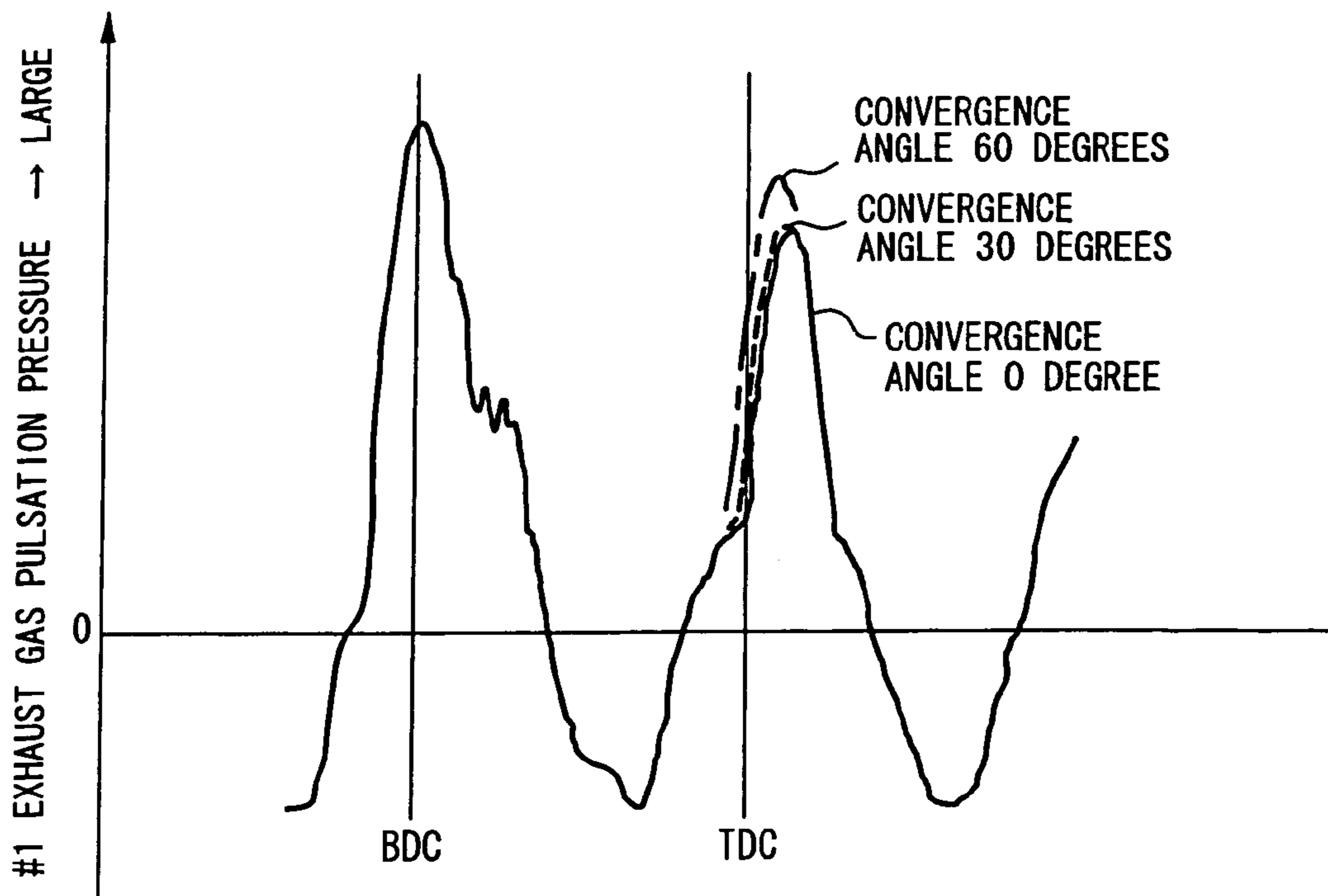


FIG.9

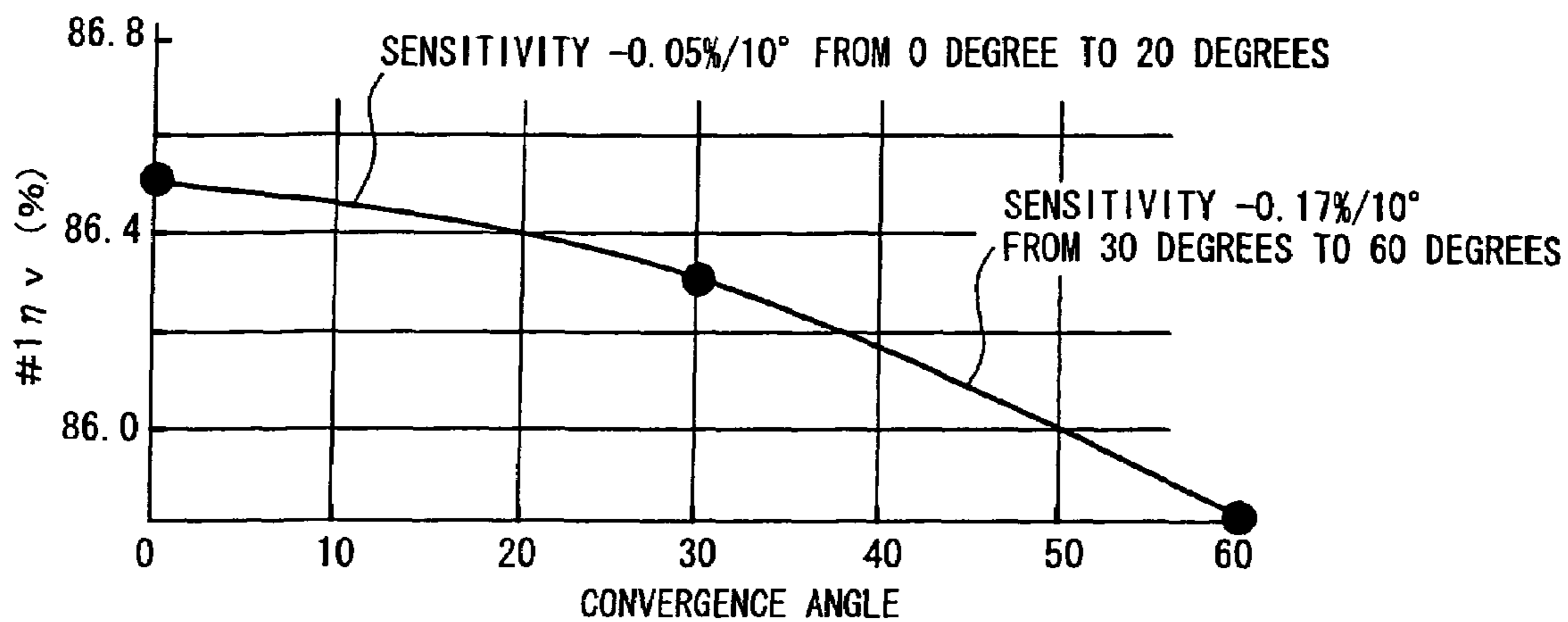


FIG.10

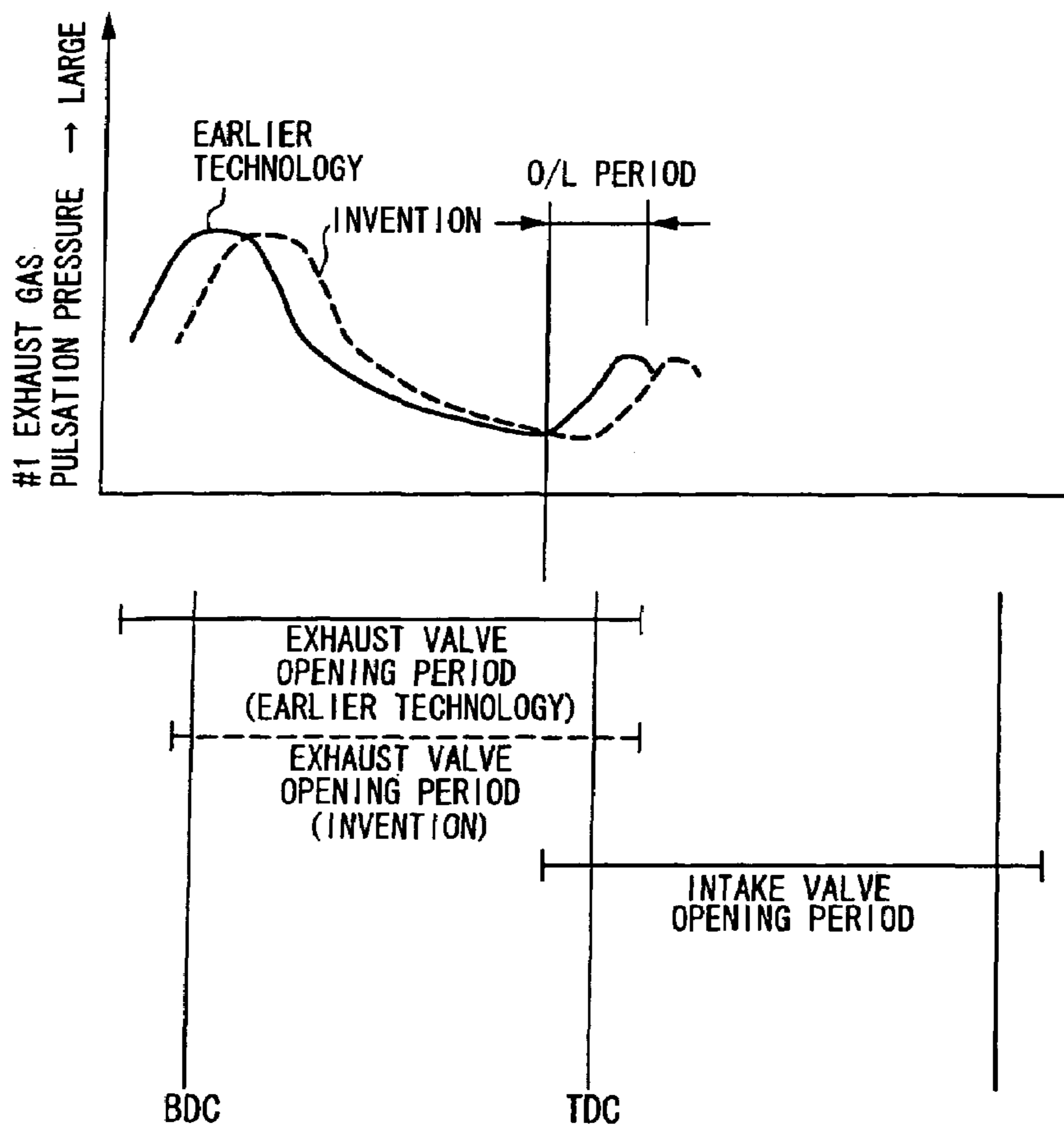


FIG.11

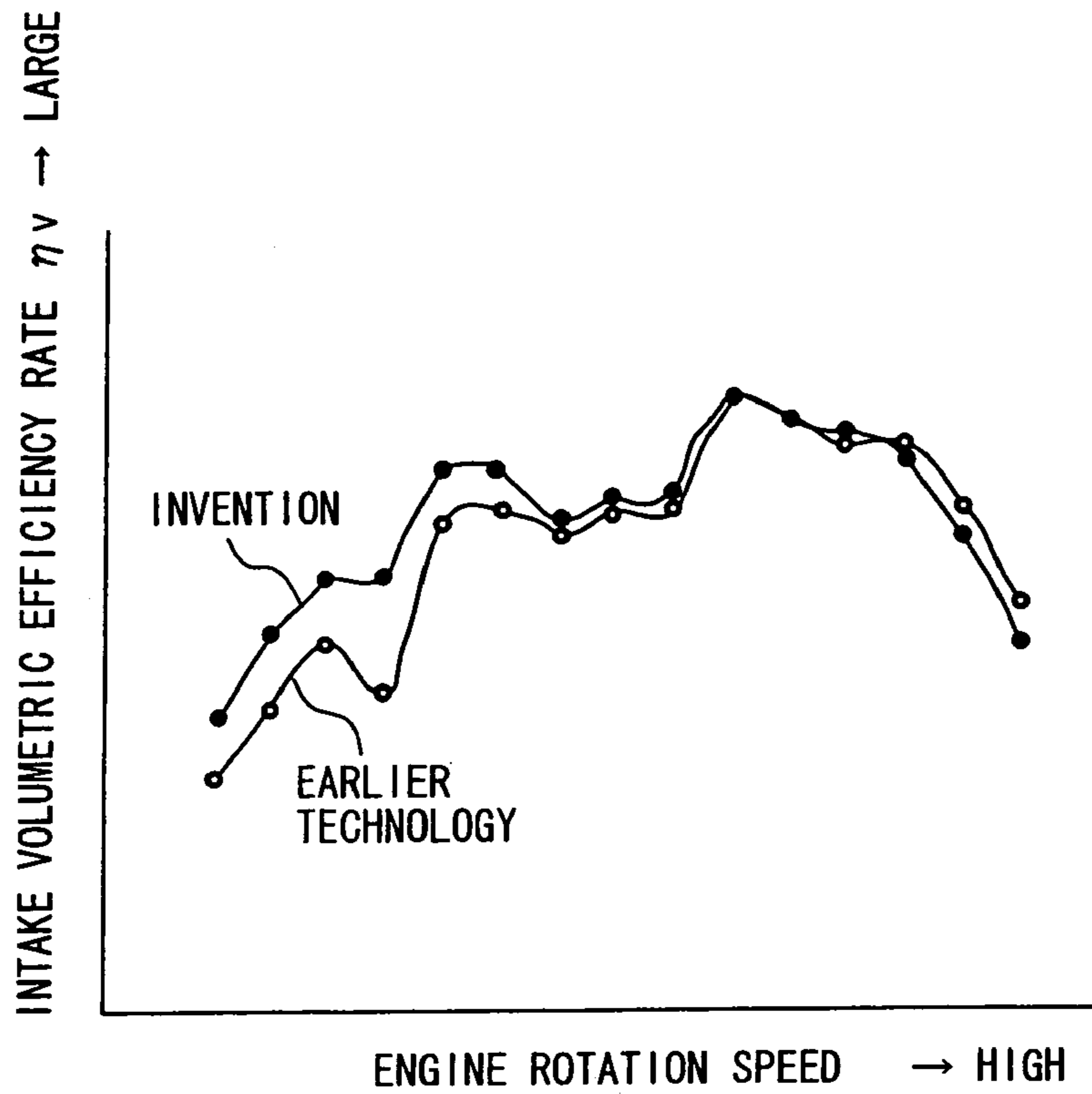


FIG.12

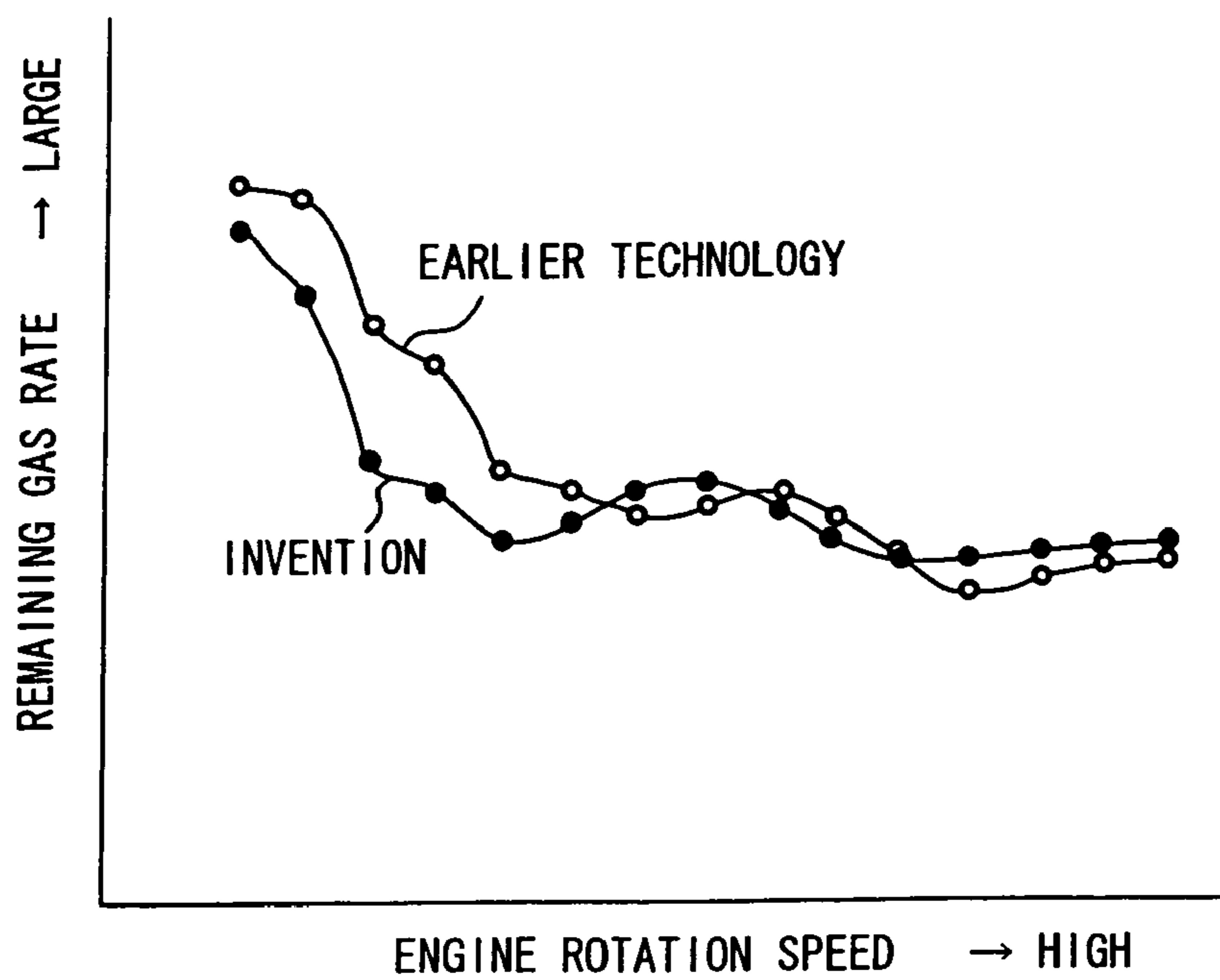


FIG. 13

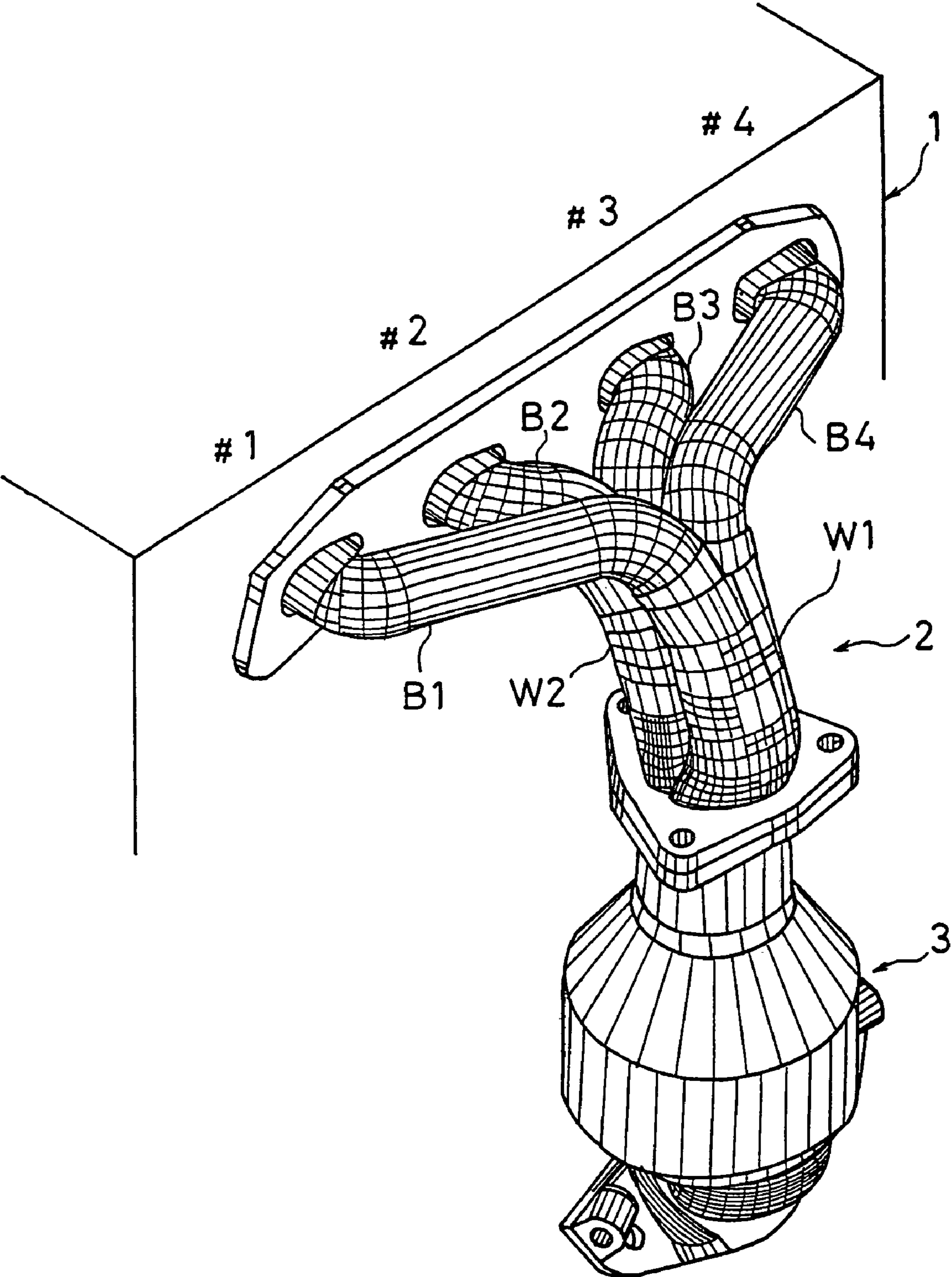


FIG. 14

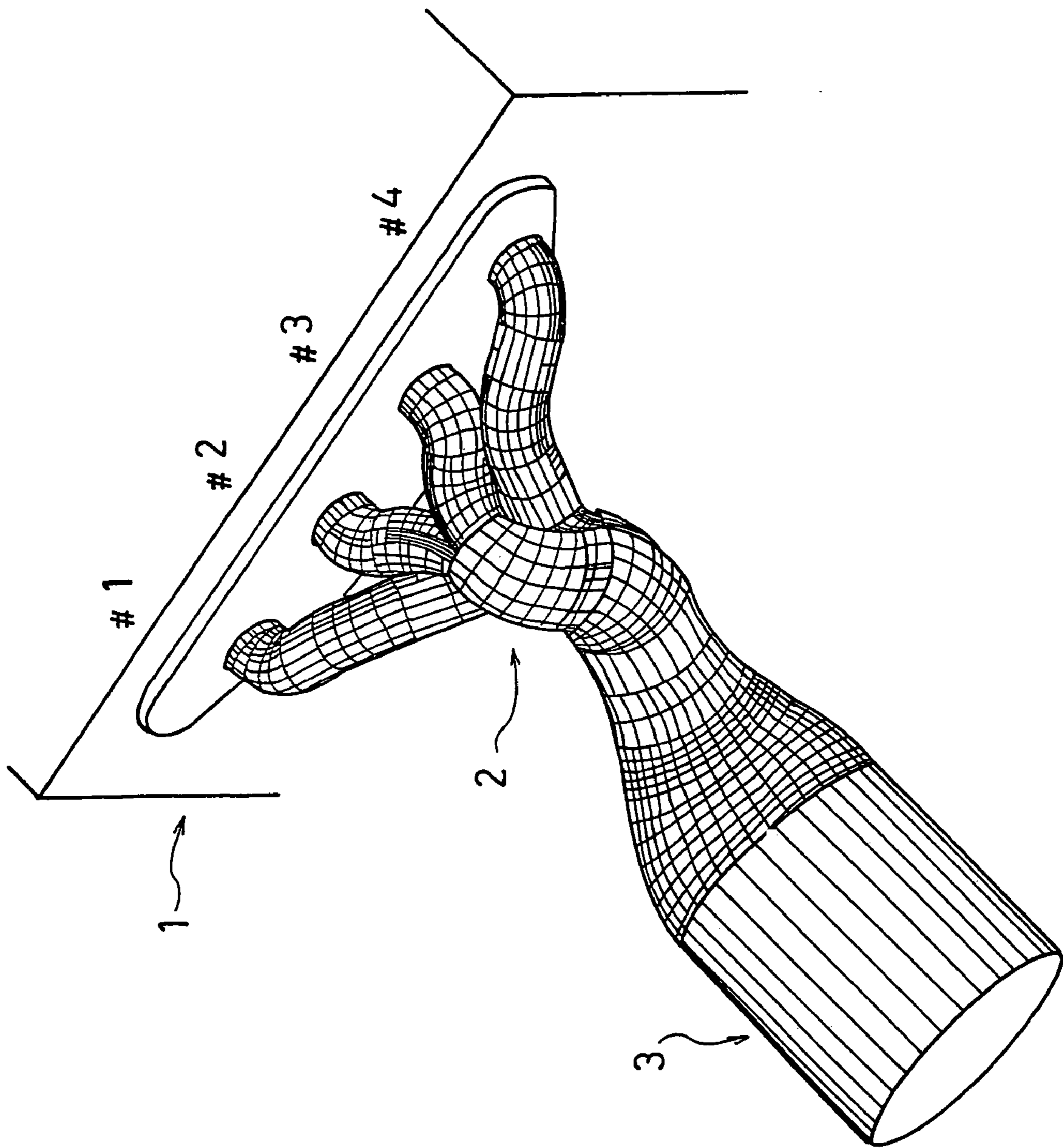
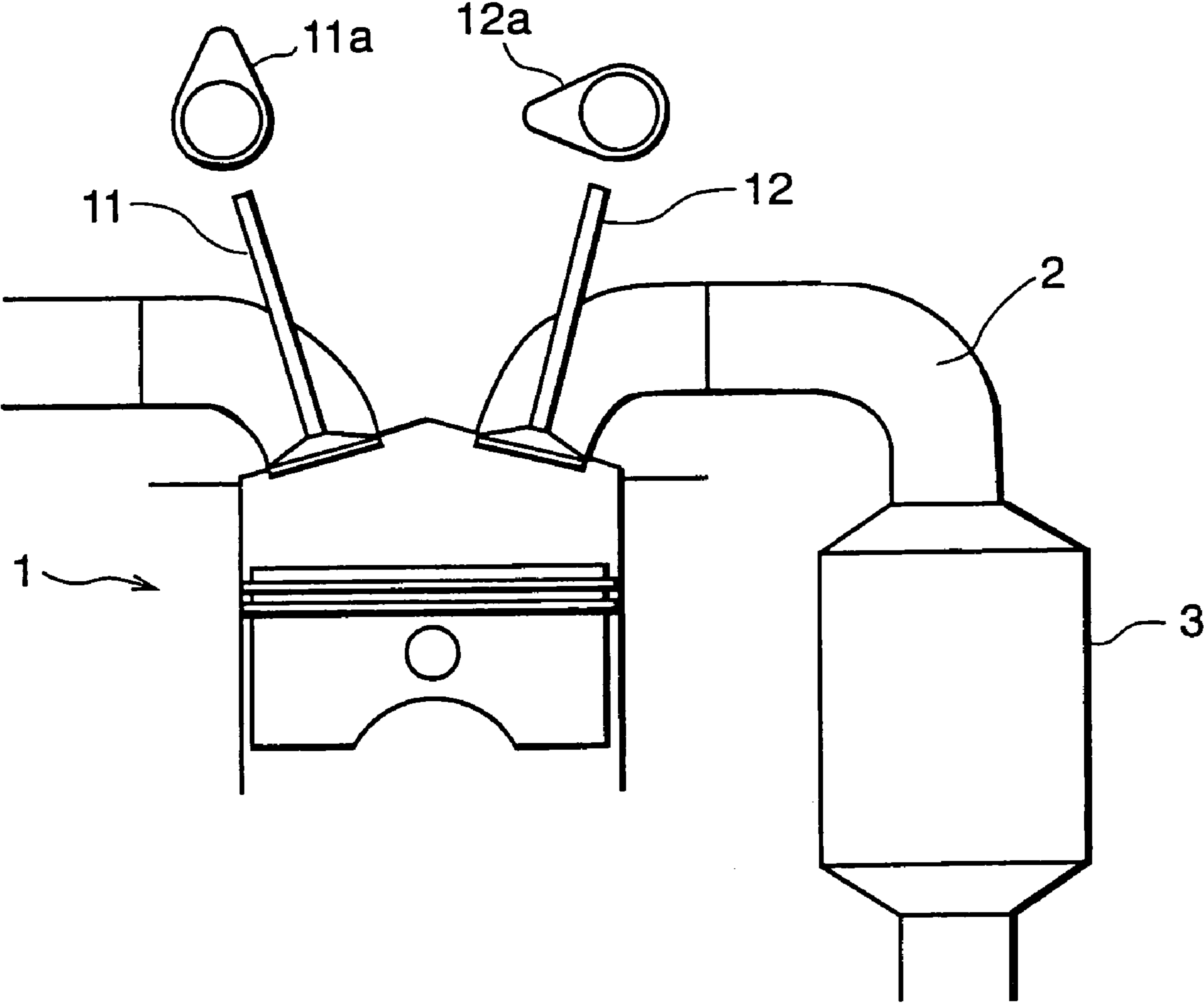


FIG. 15



1**EXHAUST MANIFOLD FOR
FOUR-CYLINDER ENGINE**

The present application is a divisional of U.S. application Ser. No. 10/379,681, filed Mar. 6, 2003, the entire contents of which is incorporated herein by reference.

FIELD OF THE INVENTION

The present invention relates to a four-cylinder engine, and in particular, to an exhaust manifold thereof.

RELATED ART OF THE INVENTION

In an earlier four-cylinder engine, an exhaust manifold branch of a cylinder is convergent with an exhaust manifold branch of a different cylinder that is not fired subsequent to ignition of the cylinder. That is, when an ignition is carried out in an order of cylinder # 1-cylinder # 3-cylinder # 4-cylinder # 2, an exhaust manifold branch of cylinder # 1 converges into an exhaust manifold branch of cylinder # 4 and an exhaust manifold branch of cylinder # 2 converges into an exhaust manifold branch of cylinder # 3 (Japanese Unexamined Utility Publication No. 1-66424, Japanese Unexamined Utility Publication No. 2-101017, Japanese Unexamined Utility Publication No. 2-103120 and Japanese Examined Utility Publication No. 2-24897).

SUMMARY OF THE INVENTION

In order to shorten a catalyst activation period after an engine is started and aiming at cost reduction of an exhaust gas system, a length of an exhaust manifold from an exhaust port outlet of a cylinder head to a manifold catalyst inlet or a gas contact length inside the exhaust manifold is reduced, thereby restraining a temperature decrease of an exhaust gas and improving temperature rise performance of a catalyst.

On the other hand, as a consequence of the above technology, an engine output torque decreases at a fully opened position of a throttle valve in low and intermediate speed ranges due to increase of exhaust gas interference caused by shortening an exhaust manifold branch or the output torque decreases in a high speed range due to increase of air flow resistance caused by narrowing the exhaust manifold and adding a manifold orifice.

Therefore, an exhaust manifold shape to meet both an exhaust emission performance and an engine output performance is needed.

In view of the foregoing, the exhaust manifold of the engine in the earlier technologies has the following problems.

1. In a converging shape of exhaust manifold branches of a four-cylinder engine, an angle formed by a center axis of an exhaust manifold and a center axis of a neighboring exhaust manifold at a converging point of these neighboring exhaust manifolds is not designed for propagation and damping of a blowdown wave occurring on an exhaust stroke. Especially a converging angle thereof between cylinder # 1 and cylinder # 4 is large (Japanese Unexamined Utility Publication No. 1-66424, 2-101017, 2-103 120, and Japanese Examined Utility Publication No. 2-24897).

Accordingly, for example, part of the blowdown wave occurring during an exhaust stroke of cylinder # 1 is propagated to cylinder # 4 and is reflected at an exhaust valve head of cylinder # 4 and a positive pressure wave returns again back to an exhaust valve head of cylinder # 1.

As a result, since a pressure in the vicinity of the exhaust valve during the exhaust stroke increases, scavenging of a

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combustion gas in the cylinder deteriorates and an engine torque at low and intermediate ranges is reduced.

2. Two exhaust manifold branches of cylinder # 2 and cylinder # 3 in the four-cylinder engine are formed apart from a port outlet of the cylinder head to a converging position of each branch (Japanese Unexamined Utility Publication No. 2-101017, 2-103120, Japanese Examined Utility Publication No. 2-24897). In cylinder # 2 and cylinder # 3, an engine torque reduction due to the exhaust gas interference of each other's cylinder is small and where the converging point of each exhaust manifold branch at low and intermediate speed ranges is placed is not important.

However, a total length of the exhaust manifold becomes as long as an independent portion of the exhaust manifold branches, thereby decreasing an exhaust gas temperature at a manifold catalyst inlet and lengthening time for catalyst activation.

3. Two exhaust manifold branches of cylinder # 2 and cylinder # 3 of a four-cylinder engine are arranged in a slant and downward direction from a cylinder head exhaust port outlet to a branch converging portion and each branch converges in a converging angle of about 60 degrees (Japanese Unexamined Utility Publication No. 1-66424).

Accordingly, each branch is not converged such that a length between the cylinder head exhaust port outlet and the branch converging portion is minimized.

As a result, the total length of the exhaust manifold gets long, the exhaust temperature decreases at the manifold catalyst inlet, and the catalyst activation time is lengthened.

Moreover, the branch converging angle is large and a propagation path of the pressure wave of the exhaust gas easily goes around through the converging portion, thereby creating an engine torque reduction at low and intermediate speed ranges due to exhaust gas interference on its own cylinder.

The present invention, in view of the foregoing problems, provides an exhaust manifold for a four-cylinder engine that satisfies both exhaust emission performance demand and engine output performance demand.

One aspect of the invention provides an exhaust manifold for a four-cylinder engine where two exhaust manifold branches of two cylinders that are not fired in succession are convergent at a convergence angle equal to or below 20 degrees to form a first convergent exhaust manifold branch and two exhaust manifold branches of another two cylinders that are not fired in succession is convergent at a convergence angle equal to or below 20 degrees to form a second convergent exhaust manifold branch, and the first convergent exhaust manifold branch and the second convergent exhaust manifold branch are thereafter made convergent.

A different aspect of the invention provides an exhaust manifold for a four-cylinder engine whose cylinders line up in order of cylinder # 1, cylinder # 2, cylinder # 3, and cylinder # 4 and whose firing order is in turn cylinder # 1, cylinder # 3, cylinder # 4, and cylinder # 2 where an exhaust manifold branch of cylinder # 1 is convergent with an exhaust manifold branch of cylinder # 4 to form a first convergent exhaust manifold branch and an exhaust manifold branch of cylinder # 2 is convergent with an exhaust manifold branch of cylinder # 3 to form a second convergent exhaust manifold branch.

Thereafter, the first and the second convergent exhaust manifold branches are made convergent and a convergent position of the two exhaust manifold branches of cylinder # 2 and cylinder # 3 is set upstream of a convergent position of the two exhaust manifold branches of cylinder # 1 and cylinder # 4.

These and other aspects, and features of this invention will be understood from the following description with accompanying drawings.

BRIEF EXPLANATION OF THE DRAWINGS

FIG. 1 is a schematic perspective view of an engine and an exhaust manifold of a first embodiment according to the invention.

FIG. 2 is an elevation view of the exhaust manifold.

FIG. 3 is a plan view of the exhaust manifold.

FIG. 4 is a side elevation view of the exhaust manifold.

FIG. 5 is a bottom view of the exhaust manifold.

FIGS. 6a and 6b are views showing a relationship between a total length of an exhaust manifold and an exhaust temperature.

FIG. 7 is a view showing a relationship between an exhaust gas temperature and HC emission amount.

FIG. 8 is a view showing an influence on an exhaust gas pulsation pressure by a convergence angle of exhaust manifold branches.

FIG. 9 is a view showing a relationship between the convergence angle and an intake volumetric efficiency.

FIG. 10 is a view showing an effect due to a closing timing retard of an exhaust valve.

FIG. 11 is a view showing an improvement effect of an intake volumetric efficiency according to the invention.

FIG. 12 is a view showing a reduction effect of a remaining gas rate according to the invention.

FIG. 13 is a schematic perspective view of an engine and an exhaust manifold of a second embodiment according to the invention.

FIG. 14 is a schematic perspective view of an engine and an exhaust manifold of a third embodiment according to the invention.

FIG. 15 is an explanation view of an intake valve and an exhaust valve of an engine.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS OF THE INVENTION

Selected embodiments of the present invention will be explained with reference to the drawings. It will be apparent to those skilled in the art from this disclosure that the following description of the embodiments of the present invention is provided for illustration only, and not for the purpose of limiting the invention as defined by the appended claims and their equivalents.

FIG. 1 is a schematic perspective view of an engine and an exhaust manifold of a first embodiment according to the invention.

An engine 1 is a four-cylinder engine where a firing (for example, spark or ignition) thereof is carried out in the order of cylinder # 1, cylinder # 3, cylinder # 4, and cylinder # 2. An exhaust manifold 2 is mounted to a cylinder head side and connected to an exhaust port outlet for each cylinder and a manifold catalyst 3 is mounted to an outlet of exhaust manifold 2.

Exhaust manifold 2 will be explained in more detail with reference to FIG. 2-FIG. 5. FIG. 2 is an elevation view of exhaust manifold 2, FIG. 3 is a plan view thereof, FIG. 4 is a side view thereof, and FIG. 5 is a bottom view thereof.

Exhaust manifold 2 comprises branches B 1-B 4 connected respectively to the exhaust port outlet of each cylinder of engine 1 through a flange 21, a convergence branch W 1 where branch B 1 of cylinder # 1 and branch B 4 of cylinder # 4 that are not fired in succession and positioned at an

outward side of a cylinder-in-line direction are convergent, a convergence branch W 2 where branch B 2 of cylinder # 2 and branch B 3 of cylinder # 3 that are not fired in succession and positioned at an inward side of a cylinder-in-line direction are convergent, and a collection portion (diffuser portion) DF where convergent branches W 1 and W 2 are further made convergent and expanded downwardly.

Manifold catalyst 3 is mounted to an outlet of collection portion DF through a flange 22. Branch B 1 of cylinder # 1 and branch B 4 of cylinder # 4 extend in an inward and slanting, downward direction and then, are convergent where its convergence angle (an angle that two center axis lines of branch B 1 and branch B 4 form at a convergence point thereof) $\theta 1$ is equal to or below 20 degrees.

Branch B 2 of cylinder # 2 and branch B 3 of cylinder # 3 positioned inwardly are oppositely and laterally projected from the exhaust port outlet and get convergent at a minimum length from a plan view where a convergence angle $\theta 2$ thereof is made below 20 degrees by disposing a partition wall 23.

Convergent branch W 1 of branch B 1 and B 4 positioned outwardly is placed between engine 1 and convergent branch W 2 of branch B 2 and B 3 positioned inwardly and convergent branch W 1 is substantially parallel to convergent branch W 2. Especially, convergent branch W 2 is convergent at a more upstream side, thereby forming one straight pipe. These convergent branches W 1, W 2 are opened to collection portion DF with W 1 and W 2 being kept in parallel and get convergent therein (FIG. 4) where the convergence angle $\theta 3$ is 0 degrees due to a center axis C-W 1 of W 1 and a center axis C-W 2 of W 2 being in parallel, but may be equal to or below 20 degrees.

Namely, the exhaust manifold branches of the cylinders that are not fired in succession get convergent at a convergence angle equal to or below 20 degrees and subsequently, convergent branches W 1, W 2 thereof get convergent at a convergence angle below 20 degrees. Collection portion DF is expanded in diameter downwardly and a mounting bore 24 for an air-fuel ratio sensor (O₂ sensor) is formed in an intermediate outer wall thereof.

The air-fuel ratio sensor is positioned within a plane in parallel with the partition wall between convergent branches W 1 and W 2 opened to collection portion DF with reference to FIG. 5.

As described above, branch B 1 of cylinder # 1 and branch B 4 of cylinder # 4 that are not fired in succession and have little exhaust gas interference with each other become convergent at a distance as short as possible and so are branch B 2 of cylinder # 2 and branch B 3 of cylinder # 3. Accordingly, a total length of an exhaust manifold can be shortened without a torque reduction at low and intermediate speed ranges.

Branch B 2 of cylinder # 2 and branch B 3 of cylinder # 3 positioned inwardly are oppositely and laterally projected from the exhaust port outlet and get convergent at a minimum length and after convergence thereof, convergence branch W 2 is formed of one single manifold. Therefore, a total length of the exhaust manifold is minimized.

In addition to that, convergent branch W 1, after convergence, is formed of one single straight pipe, permitting a minimum total length of the exhaust manifold.

With this arrangement, the total length of the exhaust manifold is minimized and thereby, temperature rise performance of a manifold catalyst after an engine is started can be improved.

FIG. 6(a) shows a relationship between a total length of an exhaust manifold and an exhaust gas temperature (especially, an exhaust gas temperature immediately before the manifold catalyst in a lapse of 15 minutes after the engine is started).

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According to the invention, with the total length of the exhaust manifold being shortened from 1200 mm to 900 mm, the exhaust gas temperature immediately before the manifold catalyst can rise up to from 270 degrees to 320 degrees.

The total length of the exhaust manifold, as shown in FIG. 6(b), is represented as a total length of each exhaust manifold branch and each convergence branch from each cylinder to a manifold catalyst.

FIG. 7 shows a relationship between an exhaust gas temperature immediately before the manifold catalyst in 15 minutes after an engine is started and HC emission amount at a manifold catalyst outlet during the same period of time (15 minutes) where due to improvement of temperature rise performance of the manifold catalyst after the engine is started (from 270 degrees C. to 320 degrees C.), a catalyst activation is promoted and HC emission amount can be reduced.

The convergence portion of the branches is formed of a shape such that the propagation path of the exhaust pulsation makes it difficult to go around into another exhaust manifold for a convergence angle of the branches equal to or below 20 degrees, thereby improving exhaust emission.

In a case where the convergence angle is large, a blowdown wave of cylinder # 1 goes around the convergence into a different cylinder, an exhaust gas interference in the different cylinder occurs or the exhaust gas interference occurs in cylinder # 1 itself due to the wave reflected by an exhaust valve head closed in the different cylinder.

As shown in FIG. 8, in case of 60 degrees, 30 degrees, and 0 degree as a convergence angle, an exhaust gas pulsation pressure at the exhaust port outlet of cylinder # 1 is respectively measured. It is confirmed from this measurement that the exhaust gas pulsation pressure in the vicinity of a valve overlap period from an intake valve opening timing to an exhaust valve closing timing is lowered more as the convergence angle is made small, permitting decrease of the exhaust gas interference and also in case of the convergence angle being equal to or below 30 degrees, a level of the exhaust gas interference substantially as low as in a case of the convergence of 0 degrees can be achieved.

FIG. 9 shows a relationship between a convergence angle and an intake volumetric efficiency (η_v) where in the range of from 30 degrees to 60 degrees as a convergence angle, an intake volumetric efficiency decreases by 0.17% each time for an increase of 10 degrees (sensitivity—0.17%/10 degrees) and in a case of from 0 degrees to 20 degrees as a convergence angle, an intake volumetric efficiency decreases by 0.05% each time for an increase of 10 degrees (sensitivity—0.05%/10 degrees).

Namely, when a convergence angle lies in the range of 0 degrees-20 degrees of the convergence angle, there is almost no change of the intake volumetric efficiency decrease and when the convergence angle exceeds 20 degrees, the intake volumetric efficiency abruptly drops. The above results are true of a convergence angle of convergence branches W 1 and W 2.

The present invention, in view of this result, properly reduces an exhaust gas interference with a convergence angle equal to or below 20 degrees.

Reduction of exhaust gas interference due to opening timing delay of an exhaust valve will be explained.

As shown in FIG. 15, opening timing and closing timing of an intake valve 11 and an exhaust valve 12 are determined by each cam profile of an intake valve driving cam 11a and an exhaust valve driving cam 12a.

An exhaust valve opening timing is normally about 45 degrees before bottom dead center, but by setting it in the range of 0 degree-30 degrees before bottom dead center,

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timing of the blowdown wave is delayed as shown in a dotted line compared to an earlier technology in a solid line as shown in FIG. 10.

With this arrangement, a reflection wave does not reach a cylinder during a valve overlap period of intake valve 11 and exhaust valve 12 in the cylinder.

For example, a blowdown wave in cylinder # 2 reaches an exhaust valve head of cylinder # 3 and returns back to cylinder # 2 as a reflection wave after the overlap period of intake and exhaust valves 11, 12 in cylinder # 2, thereby improving the exhaust gas interference during the valve overlap period and the output torque at low and intermediate speed ranges.

Change of the exhaust valve opening timing can be made by shortening an operating angle of exhaust valve driving cam 12a, varying an operating angle of exhaust valve 12, varying an operating angle and a lift amount of exhaust valve 12, varying an operating center angle of exhaust valve 12, and so on.

FIG. 11 shows an improvement effect of an intake volumetric efficiency due to an exhaust gas interference reduction. FIG. 12 shows a reduction effect of a remaining gas rate. Since in any of them, a scavenging efficiency improves due to the exhaust gas interference reduction at low and intermediate speed ranges, the intake volumetric efficiency improves and as a result, the remaining gas efficiency improves.

Accordingly, by improvement of the intake volumetric efficiency, an engine output performance improves and by reduction of the remaining gas efficiency, a combustion temperature decreases, thereby improving a knocking performance.

However, as seen from FIGS. 11 and 12, at a high speed range the intake volumetric efficiency and the remaining gas efficiency deteriorate a little as a consequence of a delay of the exhaust valve opening timing.

Coping with this deterioration, a bend ratio of a manifold diameter of an exhaust manifold branch is set as equal to or more than 1.5 or an expanding angle of a collection portion (diffuser portion) is set as equal to or less than 60 degrees. With this arrangement, airflow resistance in the exhaust manifold improves and the above consequence can be prevented.

In case of use of a variable valve operating apparatus, delay of an exhaust valve opening timing may be made only at low and intermediate speed ranges (for example, below 4000 rpm).

A mounting position of an air-fuel ratio sensor will be explained. It becomes easy to narrow tuning factors for finding out an optimal position of an air-fuel ratio sensor in terms of cylinder sensitivity of the sensor caused by forming a straight manifold portion in convergent branch W 1 of cylinder # 1 and cylinder # 4 and convergent branch W 2 of cylinder # 2 and cylinder # 3. Accordingly, an optimal position of the air-fuel ratio sensor can be determined with a little man-hour.

Specifically sensitivity of the sensor to exhaust gases of cylinder # 1 and cylinder # 4, as well as exhaust gases of cylinder # 2 and cylinder # 3 is confirmed by adjusting a position of an air-fuel ratio sensor in the left and right direction in FIG. 4. As a result, an optimal position of the air-fuel ratio sensor to satisfy the sensitivity to both exhaust gases is determined at which a mounting bore 24 for the air-fuel ratio sensor is formed.

FIG. 13 is a schematic perspective view of an engine and an exhaust manifold of a second embodiment according to the invention. The second embodiment is different from the first embodiment in that convergent branch W 2 of branch B 2 of cylinder # 2 and branch B 3 of cylinder # 3 is placed between

the engine and convergent branch W 1 of branch B 1 of # 1 cylinder and branch B 4 of cylinder # 4 and is the same as in the rest thereof.

FIG. 14 is a schematic perspective view of an engine and an exhaust manifold of a third embodiment according to the invention. In the first embodiment, the engine is placed in a lateral direction of a vehicle and an exhaust system is disposed in a front side of the vehicle. In the third embodiment, the exhaust system is disposed in a rear side of the vehicle.

As described above, according to the invention, in an exhaust manifold of a four-cylinder engine, two exhaust manifold branches of two cylinders that are not fired in succession are made convergent in a convergence angle equal to or below 20 degrees and subsequently the two convergent branches are further made convergent.

Namely, the exhaust manifold branches of the cylinders that have no problem with exhaust gas interference by the pressure wave of the exhaust gases are made convergent in a relatively upstream side thereof and the convergence angle is made equal to or below 20 degrees for preventing the pressure of the exhaust gases of the one cylinder side from going around into the other cylinder side.

As a result, the exhaust gas interference between the one cylinder and the other cylinder, as well as inside the one cylinder is greatly reduced. Therefore, while the torque decrease at low and intermediate speed ranges is prevented, a total length of the exhaust manifold is shortened by eliminating an independent portion of the exhaust manifold as much as possible and temperature rise performance of the manifold catalyst after the engine is started can be improved.

Moreover, the four-cylinder engine is fired in order of cylinder # 1, cylinder # 3, cylinder # 4, and cylinder # 2 where the two exhaust manifold branches of cylinder # 1 and cylinder # 4, as well as of cylinder # 2 and cylinder # 3, that are not fired in succession get respectively convergent, and thus, the two cylinders (cylinders # 1 and # 4) in the outward side of a cylinder-in-line direction are convergent and the two cylinders (cylinders # 2 and # 3) in the inward side thereof are independently made convergent before the entire exhaust manifold branches are convergent.

Therefore, the layout of the exhaust manifold is simple and the cylinders in the inward side can be made convergent more upstream. As a result, the independent portion of the exhaust manifold can be shortened and the temperature rise performance of the exhaust catalyst is improved.

Further, the two manifold branches of the cylinder # 2 and cylinder # 3 are projected in an opposite and lateral direction and subsequently are made convergent, namely, the two manifold branches are of lateral shape projecting from each port outlet of the cylinders into each other's port outlet. Accordingly, the manifold branches can be convergent at a minimum distance and a total length of the exhaust manifold is minimized. Therefore, a catalyst activation time can be shortened a lot more.

And according to the invention, in a four-cylinder engine that is fired in order of cylinder # 1, cylinder # 3, cylinder # 4, and cylinder # 2, the two exhaust manifold branches of cylinder # 1 and cylinder # 4, as well as of cylinder # 2 and cylinder # 3, that are not fired in succession get respectively convergent and subsequently the two convergent branches are made convergent. On the other hand, the convergence position of the two exhaust manifold branches of cylinder # 2 and cylinder # 3 is placed upstream of the convergence position of the two exhaust manifold branches of cylinder # 1 and cylinder # 4. Namely, the exhaust manifold branches of the cylinders that have no problem with exhaust gas interference by the pressure wave of the exhaust gases are made convergent in a

relatively upstream side thereof and the two cylinders (# 2 cylinder and # 3 cylinder) in the inward side that can be convergent in a more upstream side in view of a layout is made convergent before the two other cylinders (cylinders # 1 and #4).

As a result, the torque decrease at low and intermediate speed ranges due to exhaust gas interference is prevented, a total length of the exhaust manifold is shortened by eliminating independent portions of the exhaust manifold as much as possible and temperature rise performance of the manifold catalyst after the engine is started can be improved.

Further, since the convergent branch after the two exhaust manifold branches of cylinder # 2 and cylinder # 3 are convergent is formed of one straight pipe, a total length of the exhaust manifold is shortened and temperature rise performance of the manifold catalyst after the engine is started can be improved.

Further, the two manifold branches of cylinder # 2 and cylinder # 3 are projected in an opposite and lateral direction and subsequently are made convergent.

Accordingly, the two manifold branches of cylinder # 2 and cylinder # 3 can be convergent at a minimum distance and a total length of the exhaust manifold is minimized. Therefore, a catalyst activation time can be shortened greatly.

Further, each convergence angle of the exhaust manifold branches of cylinder # 1 and cylinder # 4 and cylinder # 2 and cylinder # 3 is equal to or below 20 degrees and further a convergence angle of the two convergent branches is equal to or below 20 degrees.

Thereby, the invention properly prevents a wave pressure of the exhaust gas from going around-a convergence point of the exhaust manifold.

As a result, the exhaust gas interference between the one cylinder and the other cylinder, as well as inside the one cylinder is greatly reduced and the torque decrease at low and intermediate speed ranges is prevented.

Further, timing of a blowdown is delayed by retarding an exhaust valve opening timing of an engine as beyond 30 degrees before bottom dead center. Thereby, an exhaust gas interference during a valve overlap improves and an output torque at low and intermediate speed ranges improves.

As described above, the invention is explained by using a four-cylinder engine, but the invention also can be applied to an eight-cylinder engine, for example, each four-cylinderV-type eight-cylinder engine.

This application claims priority to Japanese Patent Application No. 2002-063605 filed Mar. 8, 2002. The entire disclosure of Japanese Patent Application No. 2002-063605 is hereby incorporated herein by reference.

While only selected embodiments have been chosen to illustrate the present invention, it will be apparent to those skilled in the art from this disclosure that various changes and modifications can be made herein without departing from the scope of the invention as defined in the appended claims.

Furthermore, the foregoing description of the embodiments according to the present invention is provided for illustration only, and not for the purpose of limiting the invention as defined by the appended claims and their equivalents. Moreover, features of the different embodiments may be combined.

What is claimed:

1. An engine comprising:

a cylinder head defining first, second, third and fourth cylinders; and

an exhaust manifold connected with the cylinder head, for conveying exhaust from the cylinders, the exhaust manifold comprising:

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first, second, third and fourth exhaust branches connected, respectively, with the first, second, third and fourth cylinders;

a first convergent branch into which the first and fourth exhaust branches converge together;

a second convergent branch into which the second and third exhaust branches converge together; and

a collection portion into which the first convergent branch and the second convergent branch converge together;

wherein the second and third exhaust branches extend, respectively, along center lines intersecting each other at a second convergent point which is located in the second convergent branch and which is not located within the collection portion;

wherein the first and fourth exhaust branches extend, respectively, along center lines which extend through the first convergent branch without intersecting each other, and which intersect each other at a first convergent point located in the collection portion; and

wherein the exhaust flow path between the cylinder head and the second convergent point is shorter than the exhaust flow path between the cylinder head and the first convergent point.

2. An engine as set forth in claim 1, wherein the engine further comprises an exhaust catalyst connected with a downstream end of the collection portion.

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3. An engine as set forth in claim 1, wherein the first and second convergent branches extend in parallel to each other; and the second convergent branch is longer than the first convergent branch.

4. An engine as set forth in claim 1, wherein the second convergent branch extends straight from an upstream end to a downstream end.

5. An engine as set forth in claim 1, wherein the first and second convergent branches extend downward in the state in which the engine is installed upright so that the cylinders are upright.

6. An engine as set forth in claim 1, wherein the collection portion is tapered such that the collection portion is expanded toward a downstream end.

7. An engine as set forth in claim 1, wherein the first and second convergent branches are separated by a single partition wall.

8. An engine as set forth in claim 1, wherein the first, second, third and fourth cylinders are arranged in a row so that the second and third cylinders are arranged between the first and fourth cylinders; the exhaust branches converging into the first convergent branch are connected, respectively, with the first and fourth cylinders, the exhaust branches converging into the second convergent branch are connected, respectively, with the second and third cylinders; and the first convergent branch is located between the second convergent branch and the cylinder head of the engine.

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